

BookletChart™



Approaches to Admiralty Inlet – Dungeness to Oak Bay

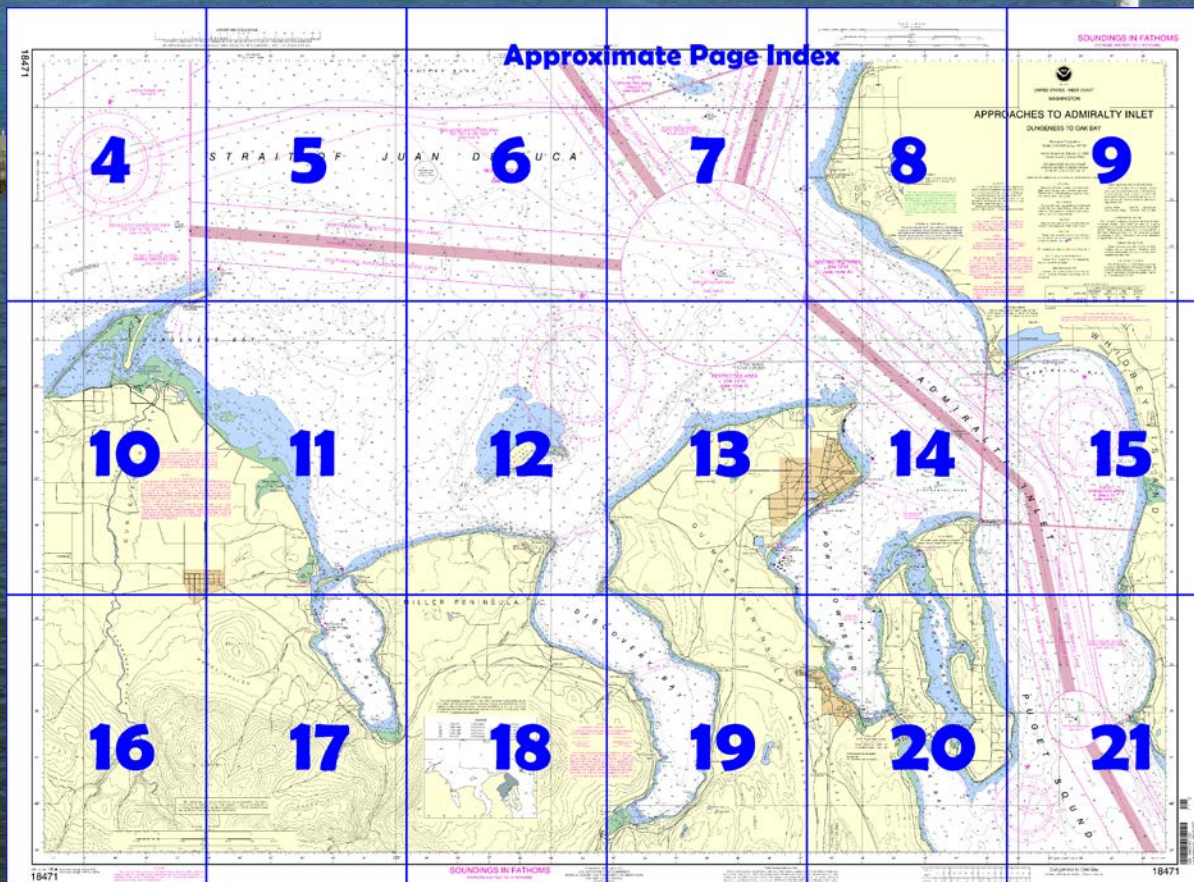
NOAA Chart 18471

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18471>.



(Selected Excerpts from Coast Pilot)
Vessel Traffic Service Puget Sound, operated by the U.S. Coast Guard, has been established in the waters of the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, Puget Sound, and the navigable waters adjacent to these areas. (See **161.1 through 161.155**, chapter 2, for regulations, and the beginning of chapter 12 for additional information.)

The **U.S. Coast Guard** and the **Puget Sound Harbor Safety Committee** have

developed and adopted a Harbor Safety Plan that formally establishes a set of Standards of Care for Puget Sound and surrounding waters. The

standards and protocols contained in the **Puget Sound Harbor Safety Plan** complement and supplement existing federal, state, and local laws. The Harbor Safety Plan is not intended to take the place of or otherwise intended to replace the good judgment of a ship's master in the safe operation of his/her vessel. These standards and protocols were developed and adopted by local experts for ensuring greater safety. Some sections of the plan provide important safety info for professional mariners transiting Puget Sound, while the Standards of Care formalize and document good marine practice. The Harbor Safety Plan can be obtained by going to the Seattle Marine Exchange website at www.marineexchange.com or contact (206) 443-3830. Floating logs and **deadheads** or **sinkers** may be encountered anywhere in Puget Sound; caution should be exercised.

Currents.-In Admiralty Inlet and Puget Sound, the tidal currents are subjected to daily inequalities similar to those of the tides. Velocities of 2 to 7 knots occur from Point Wilson to Point No Point. In the more open waters of the sound S of Point No Point the velocities are much less. At Point Wilson and at Marrowstone Point, slack water occurs from one-half to 1 hour earlier near shore than in midchannel.

Between Foulweather Bluff and Misery Point, the tidal currents have a velocity of about 0.8 knot, while in the S part of Hood Canal, the velocity is only about 0.5 knot; at times of tropic tides, however, the greater ebbs may attain velocities more than double these values.

The tidal currents have velocities up to about 6 knots or more in Agate Passage and in The Narrows.

Point Wilson Light (48°08'39"N., 122°45'17"W.), 51 feet above the water, is shown from a white octagonal tower on a building on the E extremity of the low point; a fog signal is at the light.

Port Townsend, immediately S of Point Wilson, is entered between Point Hudson and Marrowstone Point; mariners are warned to be aware of strong side currents that exist in Admiralty Inlet.

Marrowstone Point Light (48°06'06"N., 122°41'16"W.) is shown from a 20-foot white square structure on the E edge of the point.

Anchorage.-The usual anchorage is about 0.5 to 0.7 mile S of the railroad ferry landing in 8 to 10 fathoms, muddy bottom. In S gales better anchorage is afforded closer inshore off the N end of Marrowstone Island or near the head of the bay in moderate depths, muddy bottom. Two **explosives anchorages** are in the bay.

Port Townsend Boat Haven, 1.1 miles SW from Point Hudson, is operated by the Port of Port Townsend. Entrance is marked by lights.

Glen Cove is about 2.2 miles SW of Point Hudson. The 480-foot-long pier has reported depths of 30 feet alongside and a deck height of 18 feet. A slight current may be encountered, and the use of an anchor is recommended in docking.

A floating security barrier, marked by private lights, surrounds a naval restricted area in the E part of the harbor off **Walan Point** on **Indian Island** (48°04'18"N., 122°44'47"W.). (See **334.1270**, chapter 2, for limits and regulations.)

Admiralty Inlet extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head. (See **334.1210**, chapter 2, for limits and regulations.)

Keystone Harbor (see also chart 18464) is entered through a dredged channel just NE of Admiralty Head. A state ferry landing is at the head of the harbor. This landing is the Whidbey Island terminus of the passenger and automobile ferry that operates to Port Townsend.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Table of Selected Chart Notes

Corrected through NM Dec. 01/07
Corrected through LNM Nov. 20/07

Note B

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FL Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

PORT TOWNSEND CANAL

162.235 (see note A)

Project depth, 15 ft; width, 75 ft
Controlling depths - Sept 1995

Northeastern outside quarter 13.5 ft
Middle half 13.7 ft
Southwestern outside quarter 13.5 ft

KILISUT HARBOR

The red and green daybeacons located in Kilisut Harbor are equipped with radar reflectors.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

Mercator Projection
Scale 1:40,000 at Lat. 48°08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

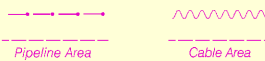
HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS


Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

KEYSTONE HARBOR

The controlling depth at MLLW was 19½ feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.

May 2001

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE D

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

NOTE C

NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash. KHB-60 162.55 MHz
Puget Sound, Wash. WWG-24 162.425 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.667" southward and 4.614" westward to agree with this chart.

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

COLREGS, 80.1385, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

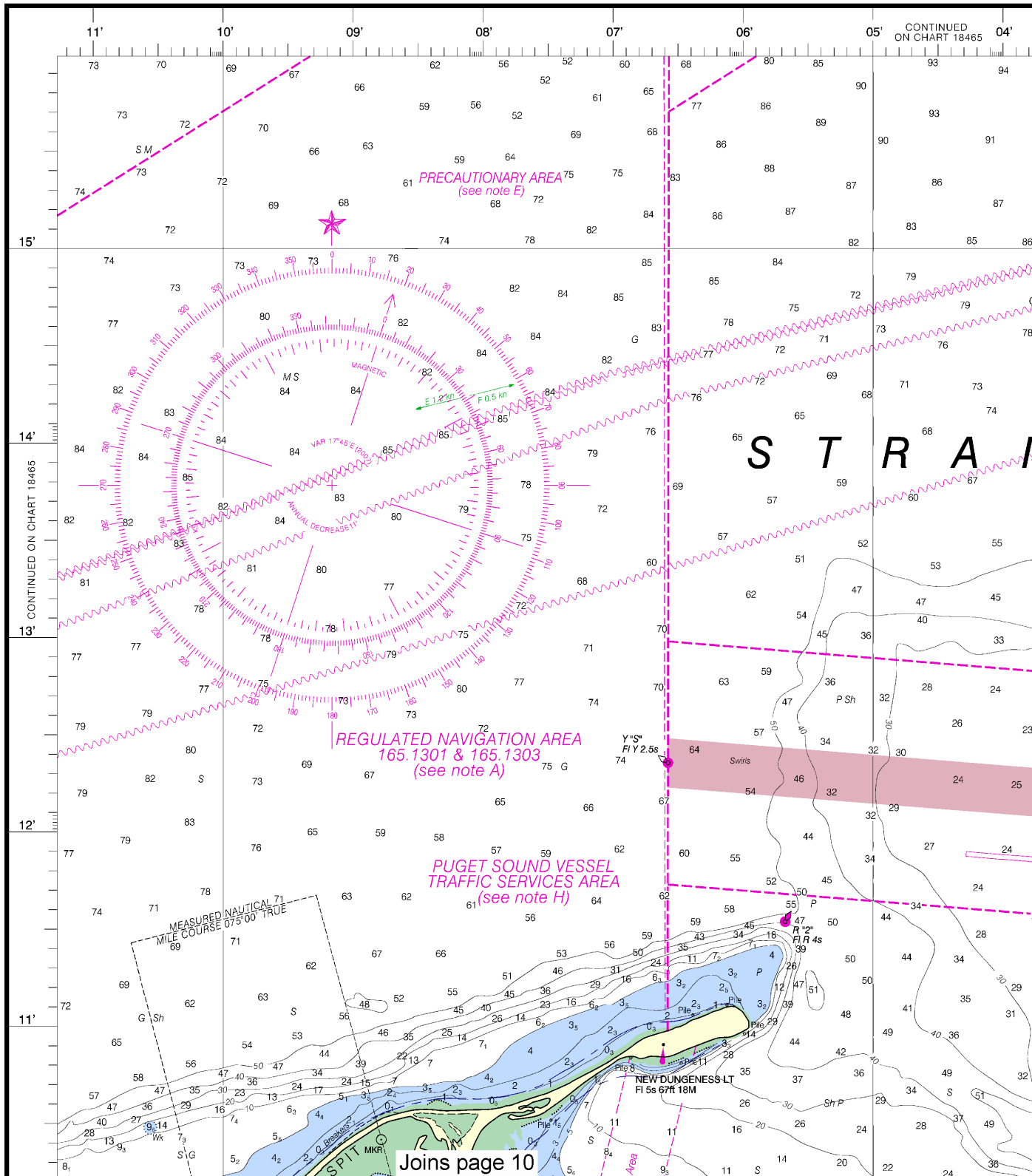
TIDAL INFORMATION

PLACE		Height: referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Oak Bay	(48°01'N/122°43'W)	feet 9.4	feet 8.6	feet 2.6
Port Townsend	(48°07'N/122°46'W)	feet 8.5	feet 7.8	feet 2.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Nov 2007)

18471

LOGARITHMIC SPEED SCALE



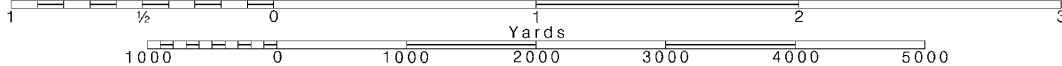
4

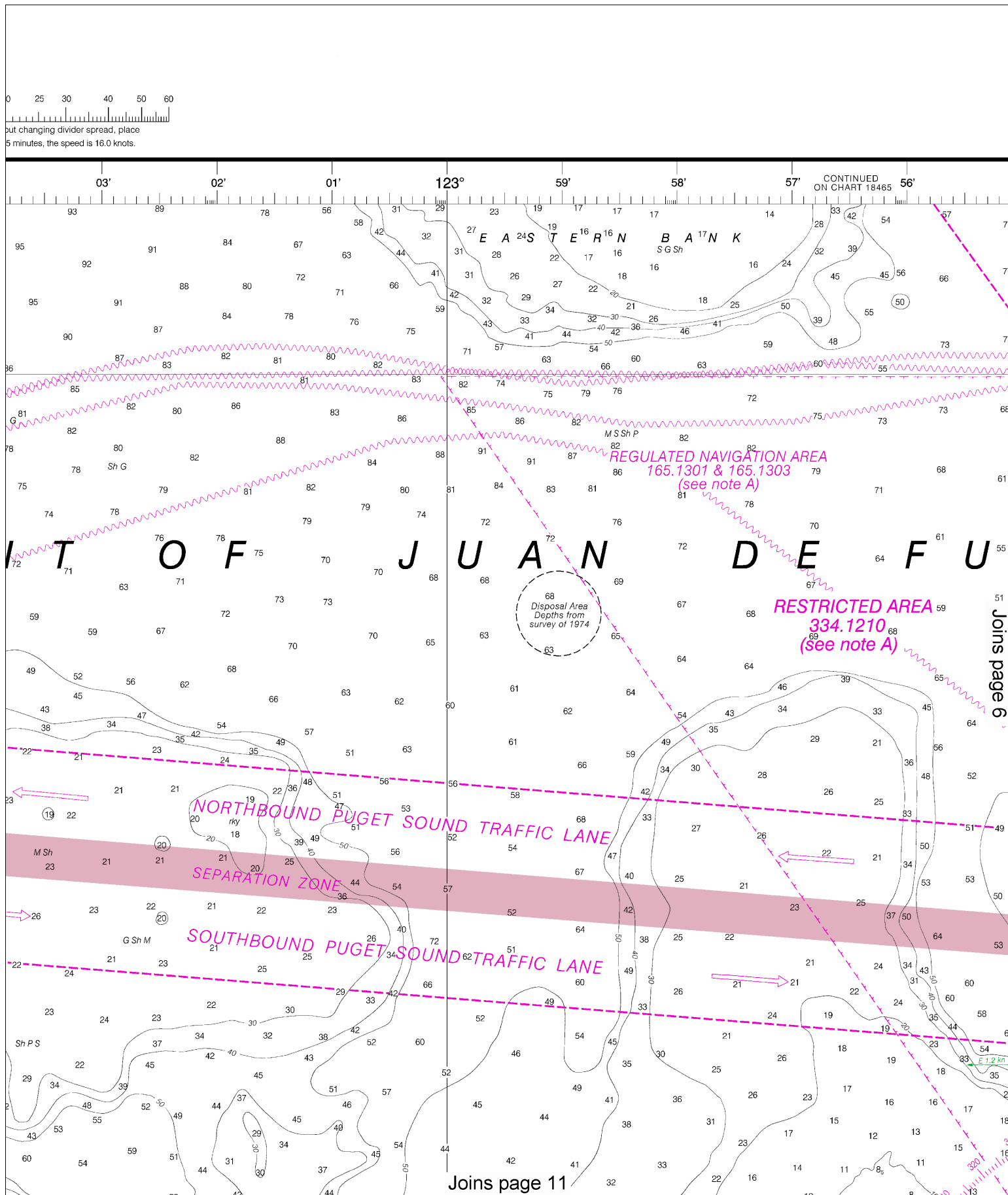
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





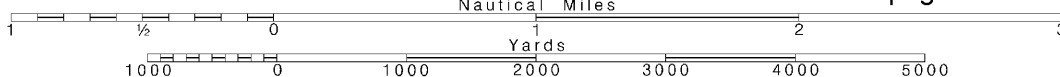
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

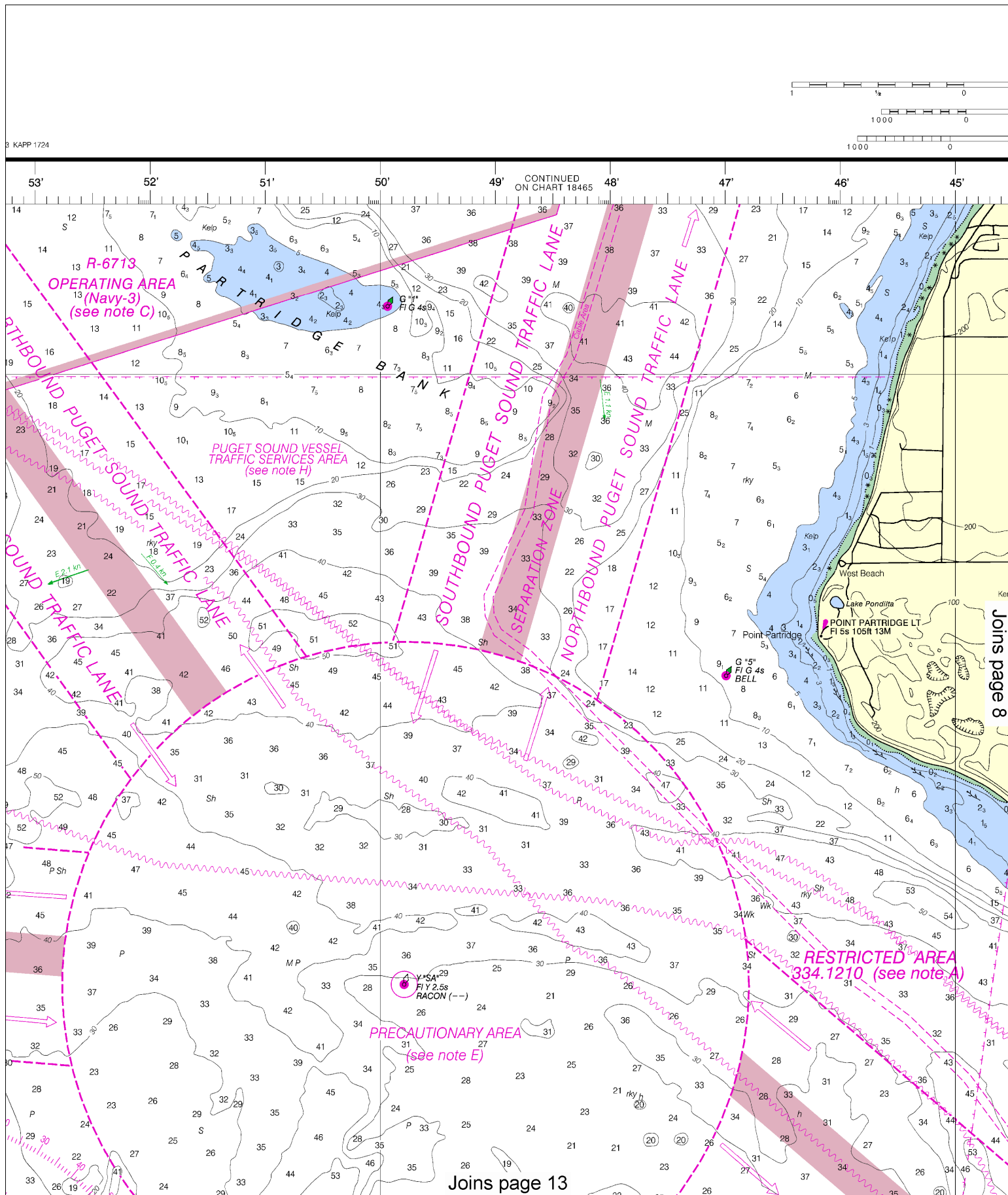
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

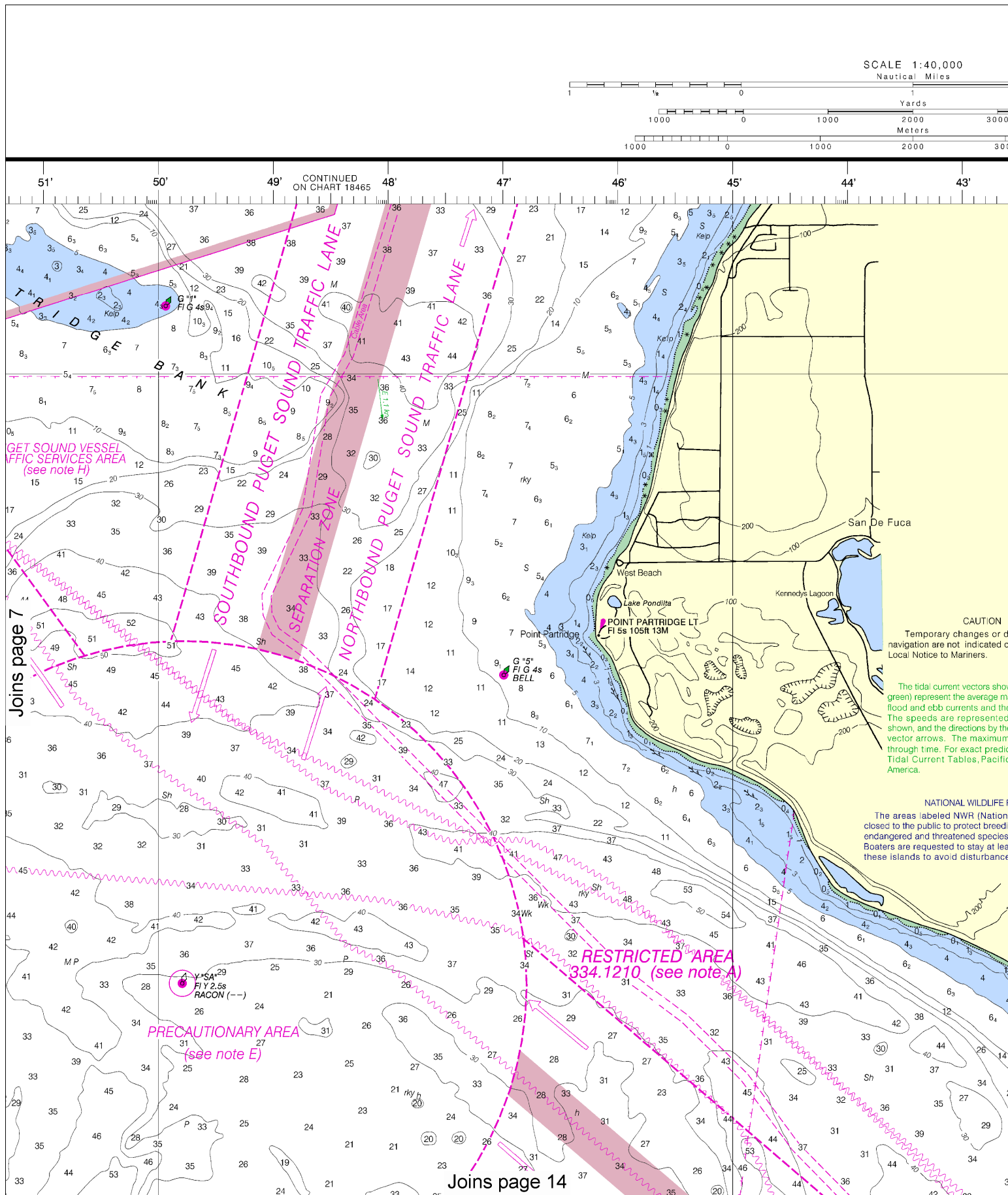
~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



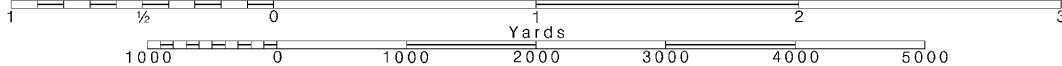
8

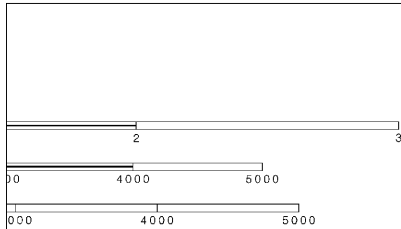
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - WEST COAST

WASHINGTON

APPROACHES TO ADMIRALTY INLET DUNGENESS TO OAK BAY

Mercator Projection
Scale 1:40,000 at Lat. 48°08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE C NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

NOTE D
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

KEYSTONE HARBOR
The controlling depth at MLLW was 19½ feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.
May 2001

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash. KHB-60 162.55 MHz
Puget Sound, Wash. WWG-24 162.425 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.667" southward and 4.614" westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Oak Bay	(48°01'N/122°43'W)	9.4	8.6	2.6
Port Townsend	(48°07'N/122°46'W)	6.5	7.8	2.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Nov 2007)

COLREGS, 80.1385, 80.1395 (see note A)

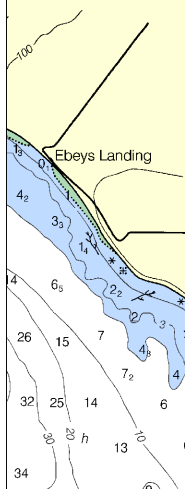
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

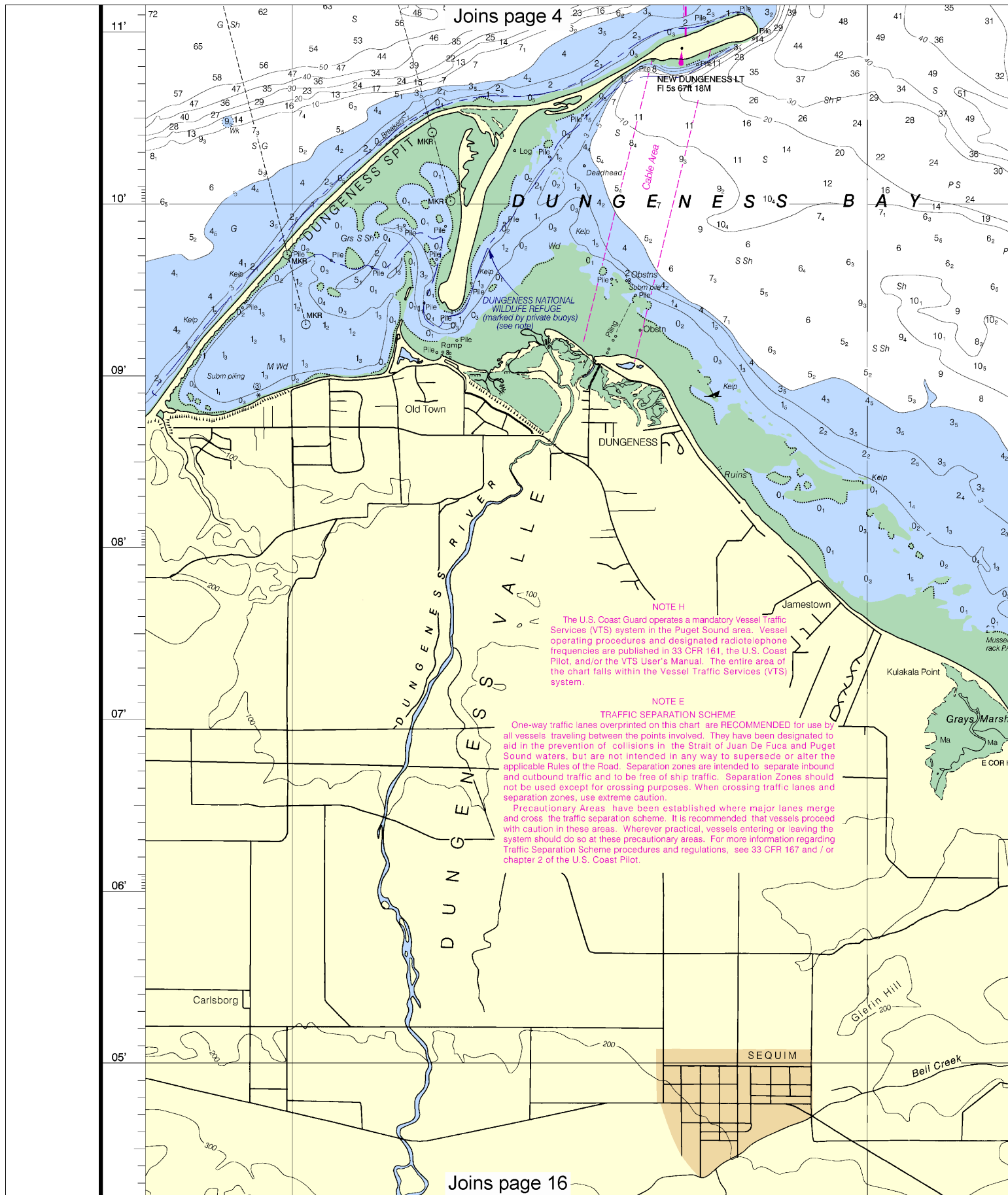
Joins page 15

defects in aids to navigation on this chart. See

shown on this chart (in maximum speeds of the direction of flow, indicated by the numbers the orientation of the flow speeds will vary with the tides, consult the U.S. Coast of North

REFUGE
National Wildlife Refuge) are nesting colonies of seabirds, seals, and marine mammals. Stay at least 200 yards away from these animals.





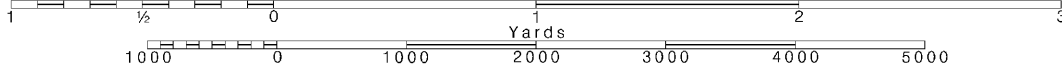
10

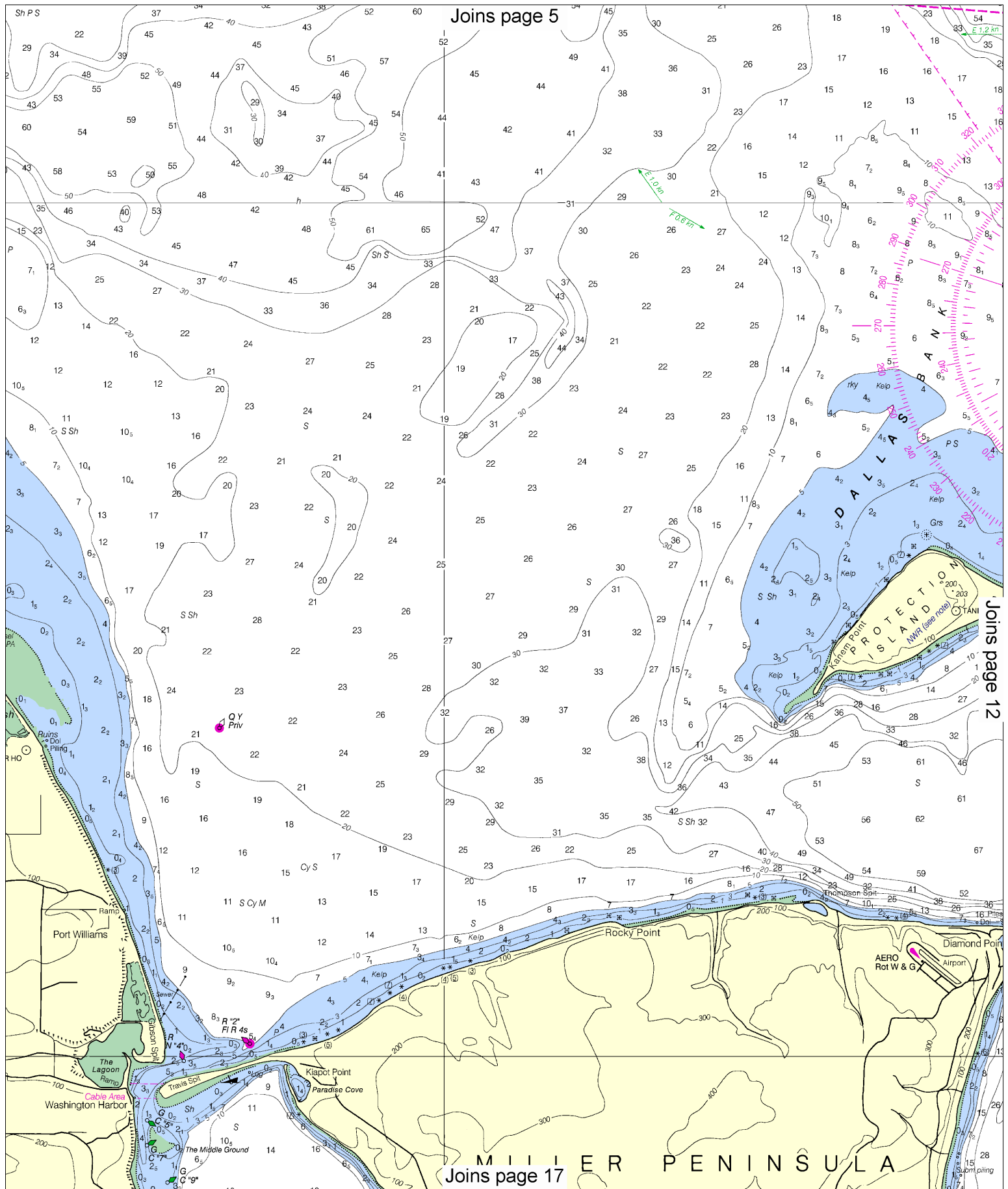
Note: Chart grid lines are aligned with true north.

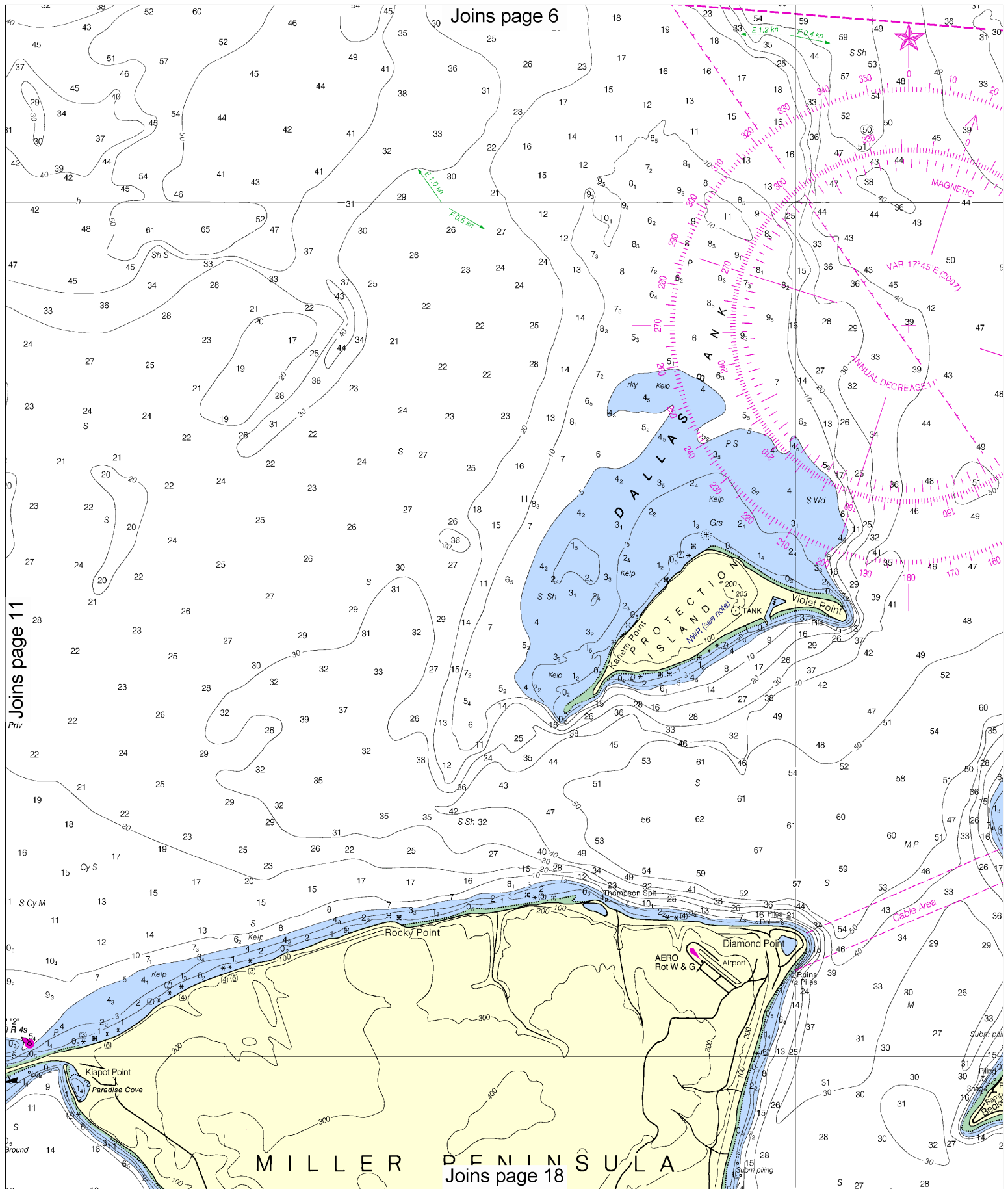
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







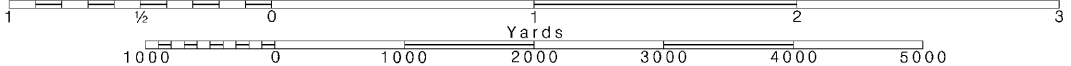
12

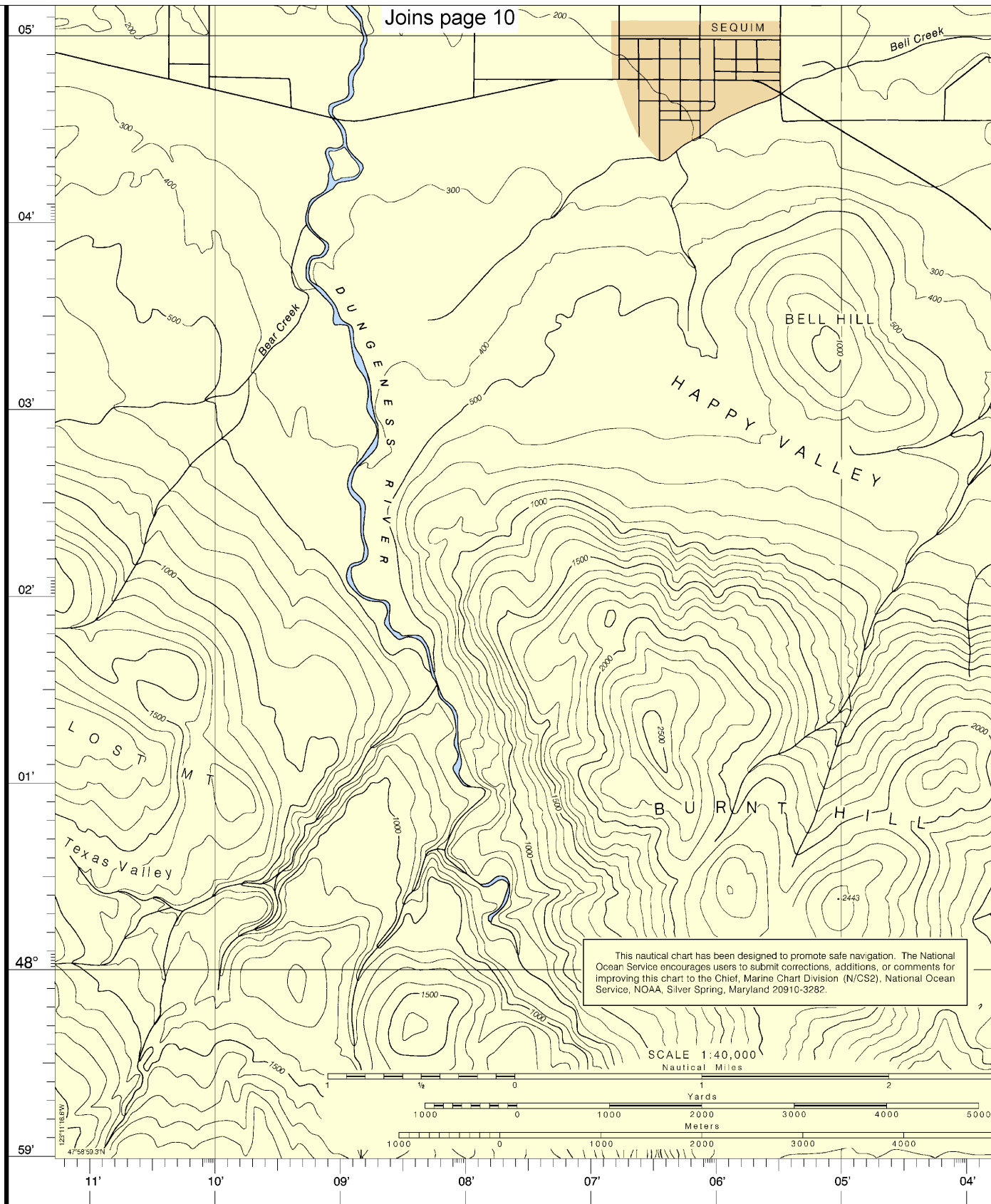
Note: Chart grid lines are aligned with true north.

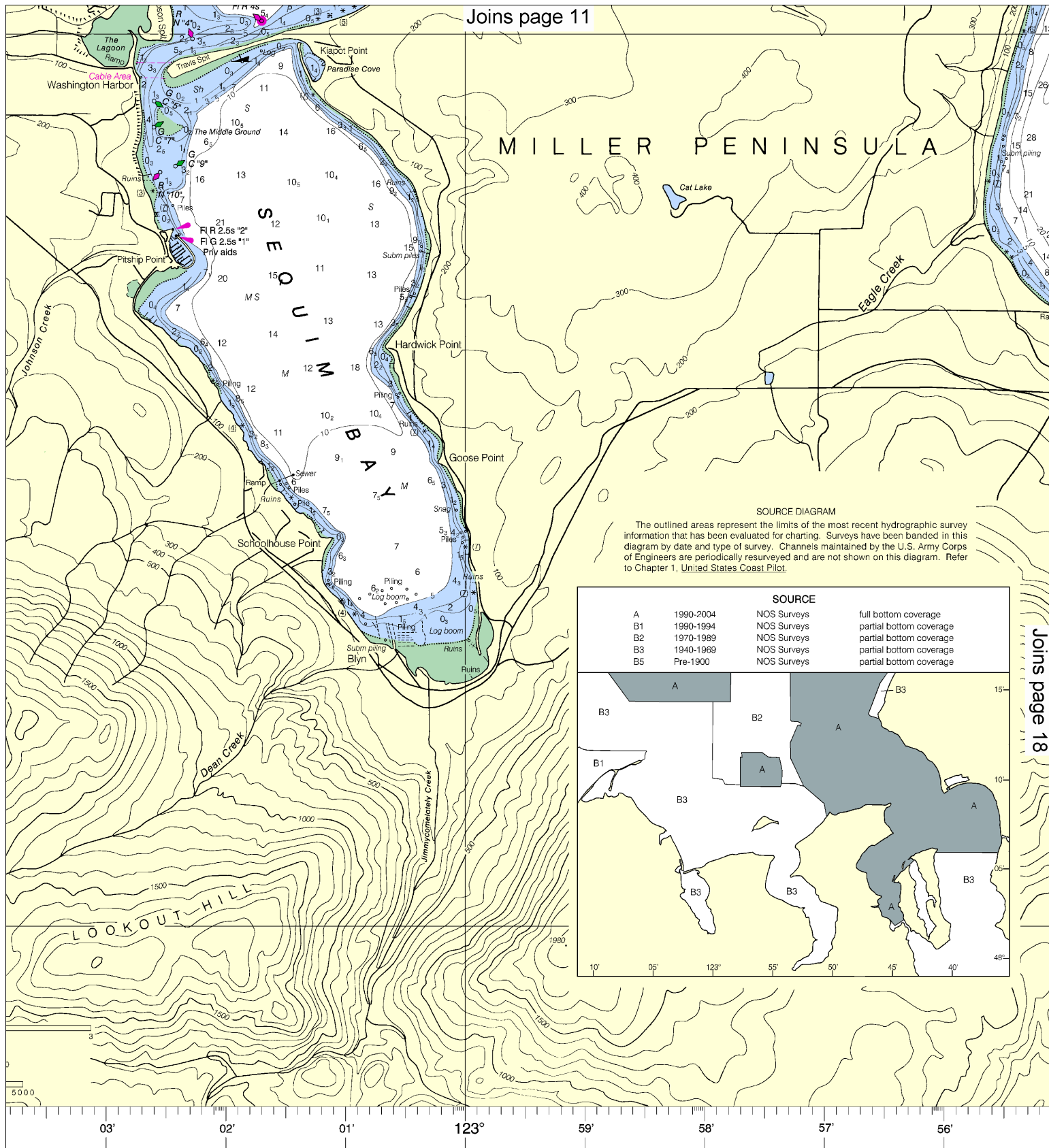
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

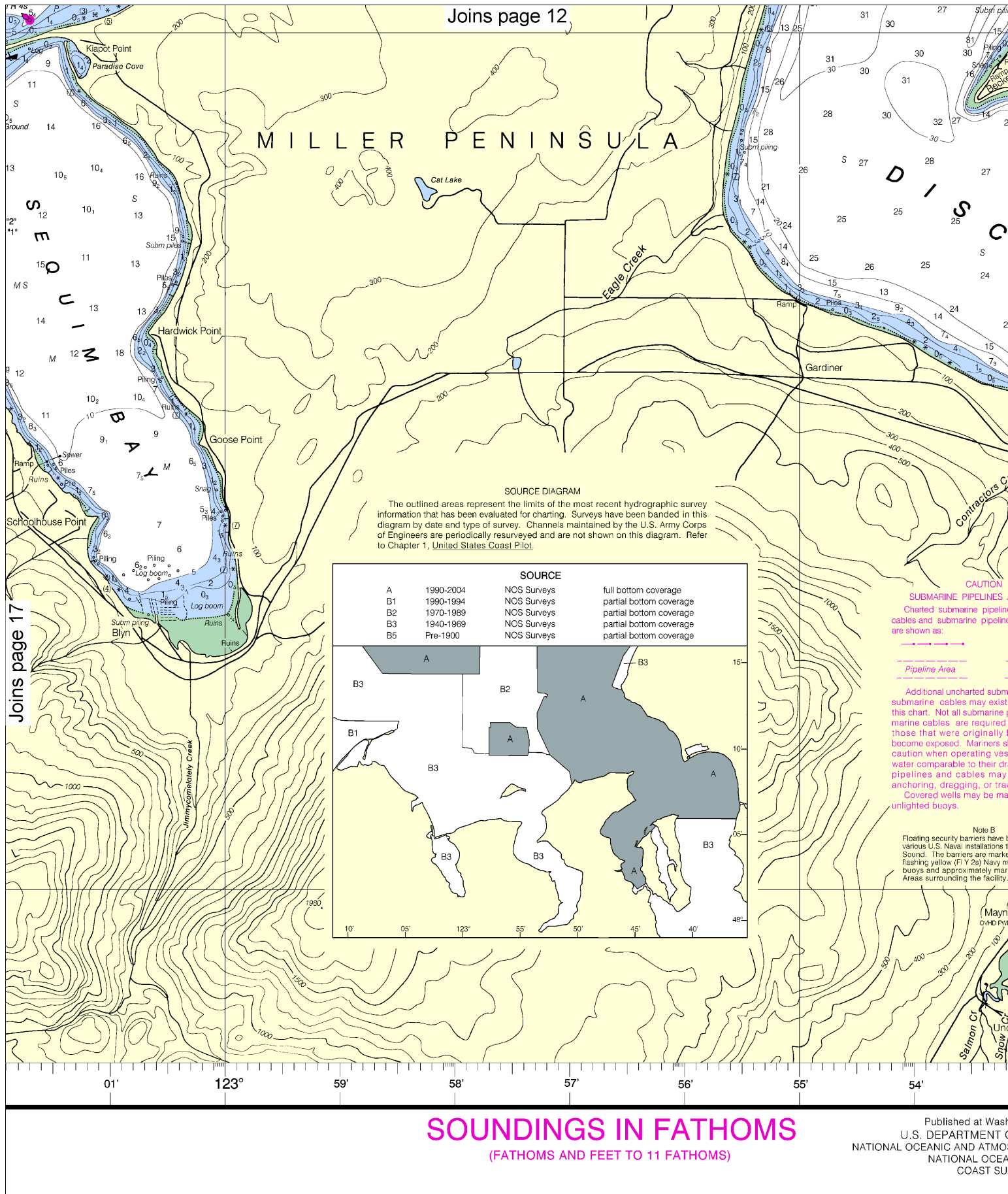
See Note on page 5.







SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

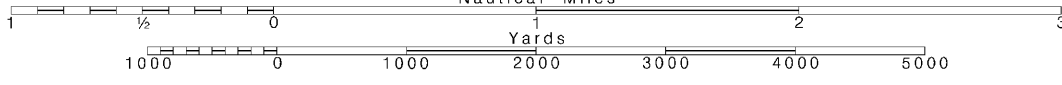


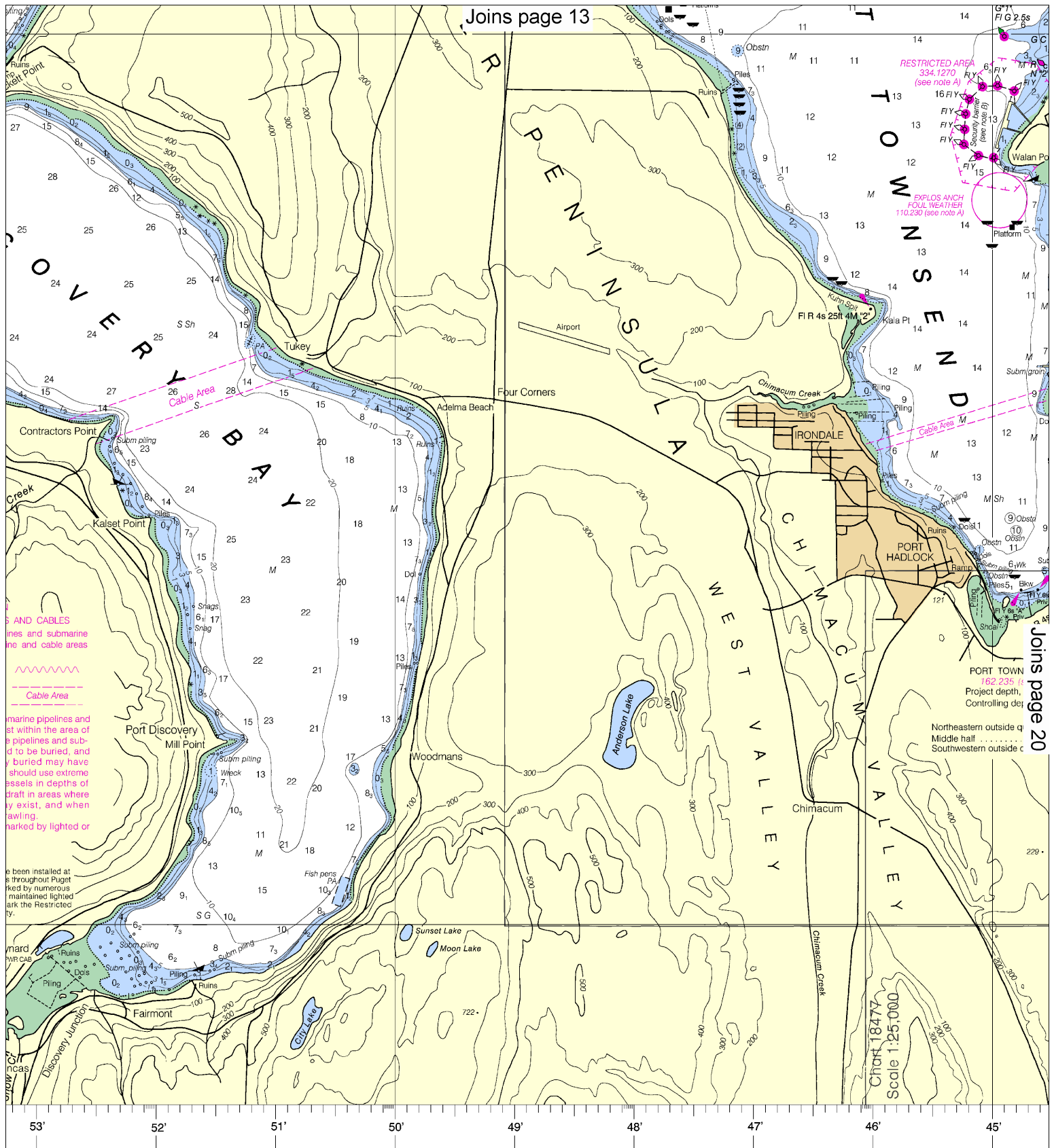
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Washington, D.C.

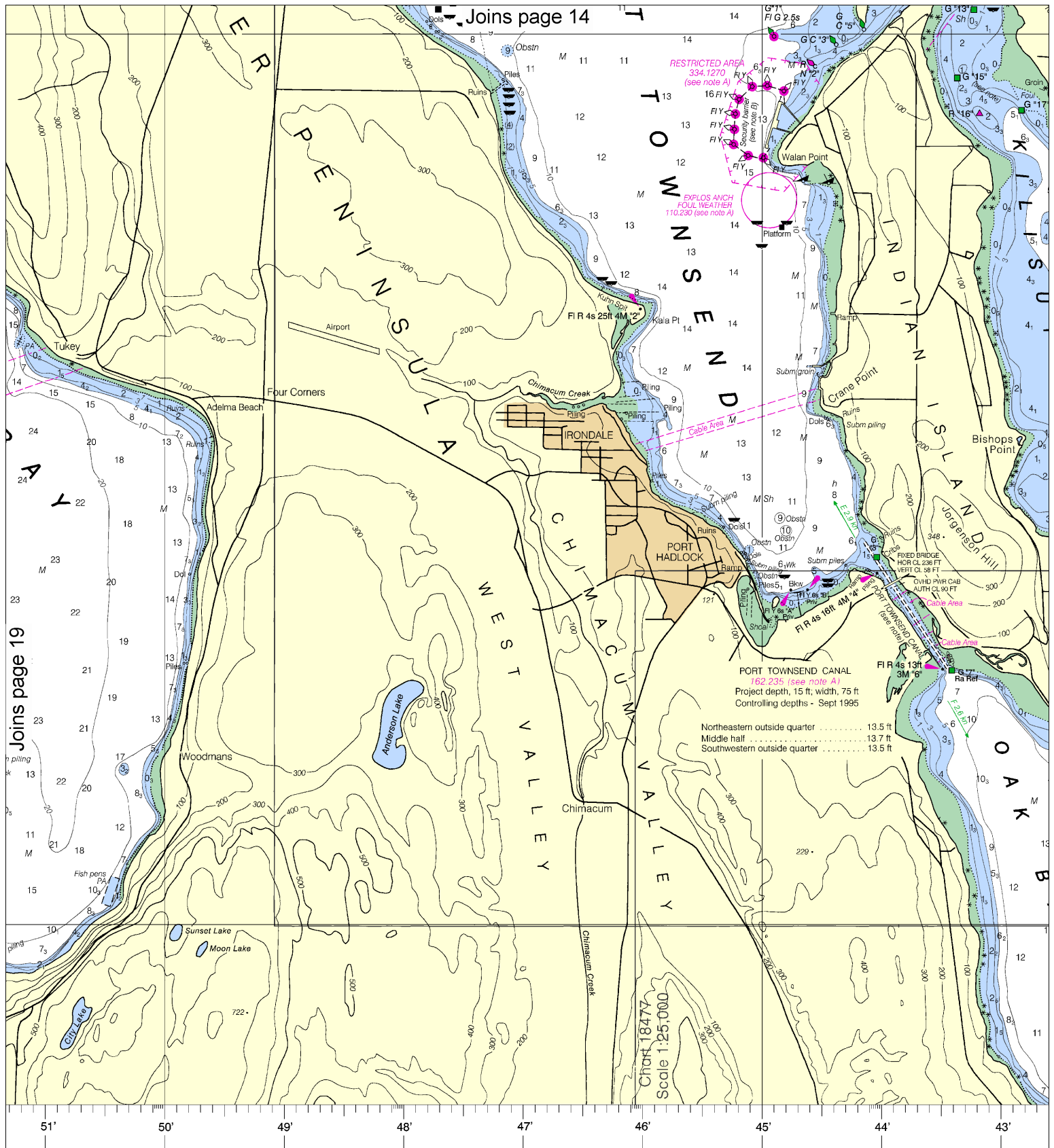
DEPARTMENT OF COMMERCE

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

COAST AND GEODETIC SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

FATHOMS	
FEET	
METERS	

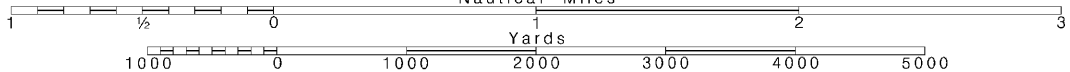
20

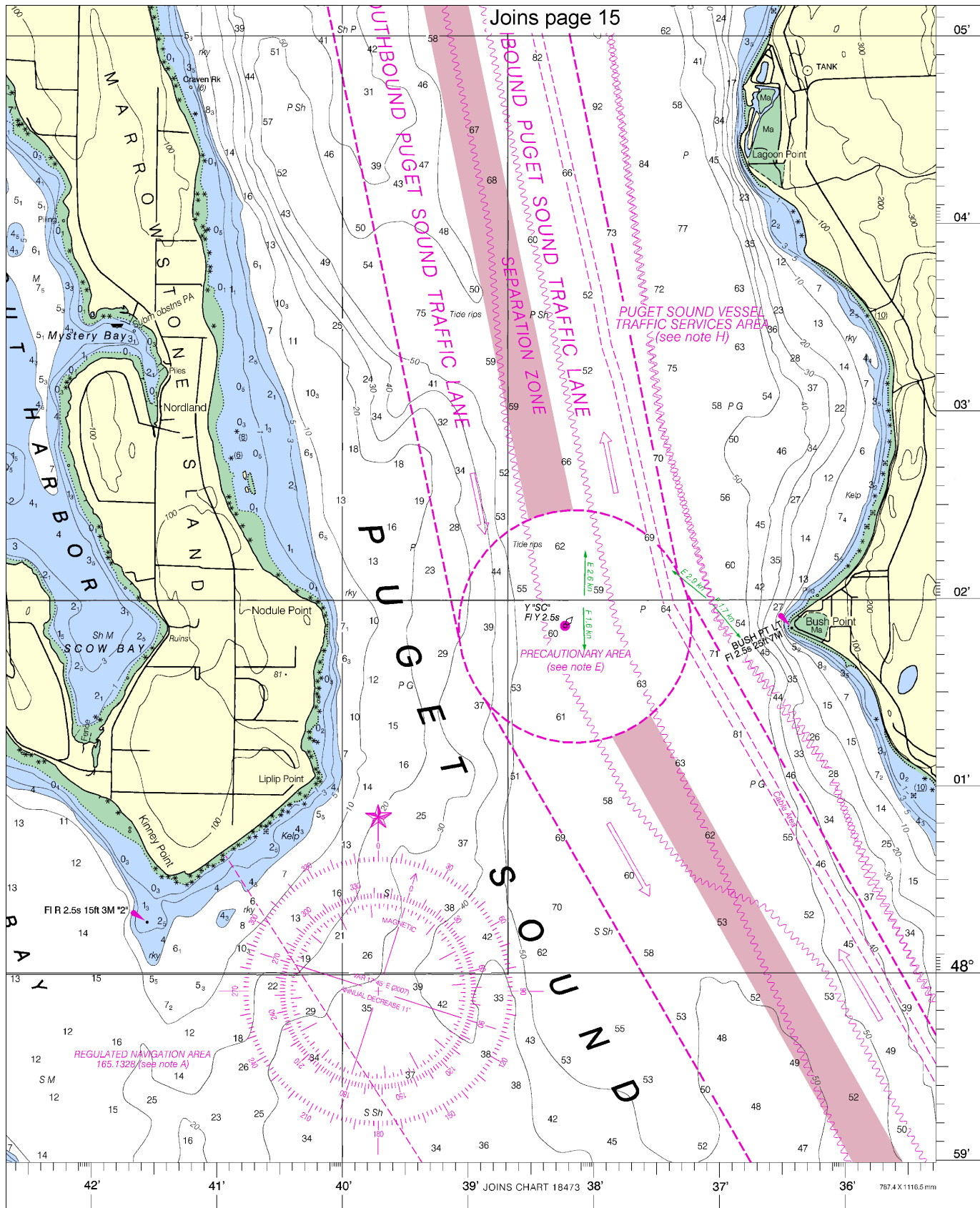
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

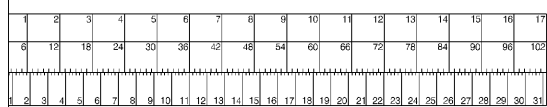




Joins page 15

05'
04'
03'
02'
01'
48°
59'

ED NO. 11
NSN 7642014011522
NGA REFERENCE NO. 18AHA18471



Dungeness to Oak Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18471



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

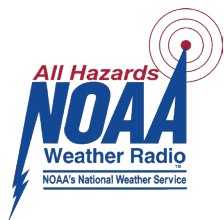
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker